MEMORANDUM

DEPARTMENT OF AVIATION

Ö DISTRIBUTION Digitally signed by George C. Sims

FROM GEORGE C. SIMS, PLANNER AND ANTHONY PERKINS, MANAGEMENT ANALYST

SUBJECT: APRIL THROUGH JUNE 2021 COMPLAINT AND LAND USE REVIEW REPORTS

DATE: JULY 30, 2021

Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint and Land Use Review Reports for April through June 2021. Please note the following airport abbreviations: McCarran International Airport (LAS), North Las Vegas Airport (VGT), and Henderson Executive Airport

2750), and noise complaints regarding aircraft operations from the Boulder City Airport are forwarded to the Boulder City Airport Coordinator (702-293-9405). Individuals who express concerns regarding aircraft operations originating from private facilities (i.e., Valley Hospital or the private helipad located near Las Vegas Blvd. and The following reports describe noise complaints and operational data regarding helicopter and fixed-wing aircraft operations at LAS, VGT, and HND. Aircraft noise complaints are received either through the CCDOA's Noise Larson Lane are asked to contact the individual property owner directly. 261-5704). Nellis Air Force Base noise complaints are forwarded to the Nellis Public Affairs Office (702-652-Hotline (702-261-3694), the Noise Office (702-261-5600), or calls forwarded from LAS's toll free number (1-800-

Exhibit 7 provides a complete arrival fleet mix of all aircraft landing at LAS and highlights the two noisier aircraft types, the Boeing 727 series and Boeing 737-100 and 737-200 series. **Exhibit 8** illustrates the general departure and non-large air carrier aircraft. Arrival and departure corridor use for helicopters are summarized in Exhibit 6. origins of the calls received that month. **Exhibits 4 and 5** summarize arrival and departure runway use for large **Exhibit 1** of each Monthly Noise Complaint Report illustrates the number of calls received by community as well as the number of individual callers or households. **Exhibit 2** illustrates the primary nature of the disturbance as identified by the caller. The second page of each monthly report (**Exhibit 3**) graphically illustrates all known direction for large aircraft.

threshold for compliance for large air carrier aircraft. The compliance threshold for helicopters is 500 feet. technologies and operated under Required Navigational Precision (RNP) procedures, then it could be expected that up to 95% of all aircraft would be within 0.3 nautical miles (NM) of a fly-over point. Therefore, 0.3 NM is the "Compliance gates" are located along historical/fly-quietly routes. If all aircraft flew with advanced navigational enforce the use of these corridors, or impose penalties to pilots who opt not to comply with preferred procedures and efficient utilization of the nation's navigable airspace. Therefore, local and state authorities cannot legally corridors. Adherence to preferred departure corridors is voluntary, and neither Clark County nor the State of Nevada regulates aircraft in flight. The FAA, through the discretion of Congress, has sole authority over the safe Exhibit 9 summarizes how well large aircraft and helicopters adhered to the preferred, non-regulated departure

at Commission and/or Council hearings. **Exhibit 14** displays the extent of the Airport Environs Overlay District (AEOD) for LAS, VGT, and HND. **Exhibit 15** depicts where noise-related comments were issued for applications gives the number of applications in which CCDOA recommends denial, as well as applications opposed in person concern. Exhibit 12 provides the number of residential dwelling units per commented application. Exhibit 13 receiving a CCDOA comment. Exhibit 11 breaks down the number of commented applications by airport Exhibit 10 provides the total number of land use applications reviewed and the percentage of applications

July 30, 2021 Page 2 of 37 Airport Noise Report

around LAS. **Exhibit 16** depicts where noise-related comments were issued for applications around HND. Finally, **Exhibit 17** depicts where noise-related comments were issued for applications around VGT.

The following provides a synopsis of each monthly noise complaint report, land use reviews, and additional noise-related issues addressed during the reporting period. Please refer to each noise complaint report for more detailed information.

Monthly Noise Complaint Summaries

each caller (or household) issued 3.9 calls. The most calls received from one household totaled 28. 126 total complaints - a 223% increase from 2020 and a 27% increase from 2019. On average,

Calls by Community - (Exhibits 1 and 3)

typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R). Majority (more than 50%): The Enterprise communities issued 109 calls (86%). This community is

Minority (between 10% and 50%): (not applicable).

Repeat Caller Impact: One household issued 22% of the total calls

Calls by Operation - (Exhibit 2)

LAS:

99% of the total calls were due to *LAS* fixed-wing operations.

85% were due to departures to the south from Runways 19L and 19R (56% from two households).

VGT: 0% of the total calls were due to VGT fixed-wing operations

HND: 0% of the total calls were due to HND fixed-wing operations

Helos: 1% of the total calls were due to helicopter operations

LAS Operations & Runway Use by Large Air Carriers - (Exhibit 4)

Overall: 343 daily departures - a 159% increase from 2020 and 33% decrease from 2019

■ 56% of departures were to the west, 28% north, 9% south, and 8% east. 340 daily *arrivals* — a 157% increase from 2020 and 33% decrease from 2019.

78% of arrivals were from the east, 17% south, and 5% north.

Daytime: 279 daily departures - a 147% increase from 2020 and 33% decrease from 2019

■ 53% of departures were to the west, 28% north, 11% south, and 9% east. 296 daily *arrivals* – a 149% increase from 2020 and a 32% decrease from 2019.

77% of arrivals were from the east, 18% south, and 5% north.

Nighttime: 64 daily departures - a 228% increase from 2020 and 36% decrease from 2019

69% of departures were to the west, 28% north, 2% south, and 2% east.
44 daily *arrivals* – a 230% increase from 2020 and a 40% decrease from 2019.
87% of arrivals were from the east, 9% south, and 4% north.

Daytime vs. Nighttime: Approximately 81% of all departures and 87% of all arrivals occurred during the daytime hours

LAS Operations & Runway Use by Non-Large Air Carriers - (Exhibit 5)

Overall:

105 daily *departures* – a 398% increase from 2020 and 2% increase from 2019.

• 52% of departures were to the south, 28% north, 11% west, and 9% east.

104 daily *arrivals* – a 445% increase from 2020 and 2% increase from 2019.

50% of arrivals were from the north, 28% south, 22% east, and 1% west.

Daytime∶

96 daily *departures* – a 459% increase from 2020 and 3% increase from 2019.

• 52% of departures were to the south, 28% north, 11% west, and 9% east.

98 daily arrivals - a 461% increase from 2020 and 5% increase from 2019.

49% of arrivals were from the north, 28% south, 22% east, and 1% west.

Nighttime: 9 daily departures - a 128% increase from 2020 and 8 decrease from 2019

55% of departures were to the south, 33% north, 9% west, and 3% east.

6 daily arrivals - a 269% increase from 2020 and 27% decrease from 2019

56% of arrivals were from the north, 22% east, 21% south, and 1% west

the daytime hours Daytime vs. Nighttime: Approximately 91% of all departures and 94% of all arrivals occurred during

Operations by Corridor for Helicopter Tours - (Exhibit 6)

Tropicana: 36 daily departures - not available from 2020 and 54% decrease from 2019

Charleston: 33 daily arrivals - not available from 2020 and a 55% decrease from 2019

107 daily touch and go's - not available from 2020 and a 42% increase from 2019

Daytime vs. Nighttime: 75% of all helicopter tour operations occurred during the daytime hours

<u>LAS Fleet Mix for All Aircraft Types - (Exhibit 7)</u>

Heavies Very large air carrier turbine-driven aircraft (those weighing 300,000 lbs. 윽 more)

accounted for 1% of the daily traffic.

Large:

Medium: Medium turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000

300,000 lbs.) accounted for 57% of the daily traffic.

Large air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than

lbs.) accounted for 3% of the daily traffic.

Small: Small turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 9% of the

Military: Military turbine-driven aircraft accounted for 0% of the daily traffic

Non-Jet: Piston-driven aircraft and unassigned aircraft types accounted for 5% of the daily traffic.

Helos: Touring helicopters accounted for 24% of the daily traffic

Noisier Aircraft Types: The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for 0% of the daily traffic.

LAS General Departure Direction for Large Aircraft - (Exhibit 8)

Primary: was 80% in 2020 and 60% in 2019. In 2021, 56% departed to the west (from LAS's primary departure runways). This figure

Secondary: In 2021, 9% departed to the **south** (from LAS's secondary departure runways). was 5% in 2020 and 6% in 2019. This figure

Alternate 1: In 2021, 28% departed to the *north* (from LAS's alternate departure runways). was 13% in 2020 and 32% in 2019.

Alternate 2: In 2021, 8% departed to the east (from LAS's alternate departure runways). This figure was 1% in 2020 and 3% in 2019.

Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)

SVHS:

turn were within 0.3 NM of Sierra Vista High School (SVHS). This figure was 95% in 2020 In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand and 99% in 2019

impacted by aircraft turning early along this corridor (like the Nevada Trails community) and before turning left (or towards the south) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las of Runways 26L and 26R. This gate was established along an existing noise abatement approximately 5 miles due west and 1.5 miles due south of the extended runway centerline aircraft turning late along this corridor (like the Rhodes Ranch community). Vegas very-high frequency omnidirectional range tactical air navigation (VORTAC) facility The SVHS "compliance gate" is located southwest of Warm Springs Rd. and Buffalo Dr.,

figure was 98% in 2020 and 97% in 2019. turn were within 0.3 NM of the intersection of Peace Way & Summers Shade Street. This In 2021, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand

Peace:

communities impacted by aircraft turning early along this corridor (like the Spanish Trail community) and aircraft turning late along this corridor (like the Summerlin South have historically been encouraged to operate. flight track which requests pilots to proceed runway heading to 4 nautical miles from the Las Vegas VORTAC before turning right (or towards the north) - where large air carrier aircraft The Peace "compliance gate" is located northeast of Tropicana Ave. and I-215, approximately 6 miles due west and 2 miles due north of the extended runway centerline of Runways 26L and 26R. This gate was also established along an existing noise abatement community). This noise abatement flight track avoids

Pebble: Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 88% in 2020 and 97% in In 2021, 86% of the large air carrier aircraft (excluding those destined to the Nevada National

encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Warm Spring Estates community) and aircraft turning late along this corridor (like the Southern Highlands community). The Pebble "compliance gate" is located southeast of Blue Diamond Rd. and Decatur Blvd., approximately 4 miles due south by southwest of the extended runway centerline of Runways 19L and 19R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been

UNLV: 01R were within 0.3 NM of the UNLV sports complex. This figure was 72% in 2020 and In 2021, 95% of the large air carrier aircraft that departed to the north from Runways 01L or 92% in 2019.

which requests pilots to proceed runway heading to 2 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft The UNLV "compliance gate" is located southeast of Flamingo Rd. and Paradise Rd., approximately 1 mile due north by northeast of the extended runway centerline of Runways 01L and 01R. This gate was also established along an existing noise abatement flight track turning early along this corridor, located due east and due west of UNLV

figure was 87% in 2020 and 98% in 2019. In 2021, 99% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This

Boulder:

noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Green Valley community, located in the City of Henderson, and older neighborhoods located north of Patrick Ln.). turning - where large air carrier aircraft have historically been encouraged to operate. pilots to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before The Boulder Hwy. "compliance gate" is located southeast of Russell Rd. and I-93/95, approximately 7 miles due east of the extended runway centerline of Runways 08L and 08R. This gate was also established along an existing noise abatement flight track which requests

Eastern: In 2021, 98% of the touring helicopters destined east of the Las Vegas Valley were within touring helicopter operations in April 2020. This figure was 99% in 2019 500 feet of the intersection of Tropicana Avenue & Eastern Avenue. There were no

to proceed along the centerline of Tropicana Ave. until 10 nautical miles from the Las Vegas VORTAC before turning. This noise abatement flight track avoids communities impacted approximately 2 miles due west of the their initial departure route. This gate was also established along an existing noise abatement flight track which requests helicopter pilots by helicopters located north and south of the corridor. The Eastern Ave. "compliance gate" is located at Tropicana Ave. and Eastern Ave,

Hollywood: In 2021, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of Charleston Boulevard & Hollywood Boulevard. There were no touring helicopter operations in April 2020. This figure was 99% in 2019

flight track avoids communities impacted by helicopters located north and south of the helicopter pilots to proceed along the centerline of Charleston Blvd. This noise abatement where their initial arrival route begins over the urbanized area of the Las Vegas Valley. This gate was also established along an existing noise abatement flight track which requests corridor. The Hollywood Blvd. "compliance gate" is located at Charleston Blvd. and Los Feliz St.,

Stratosphere: **e:** In 2021, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast* This figure was 99% in 2019. of the Stratosphere Tower. There were no touring helicopter operations in April 2020.

Vegas Blvd., where an important turn in their fly-quietly routing structure begins near a historic portion of the urbanized area of the Las Vegas Valley. The Stratosphere Tower "compliance gate" is located northeast of Sahara Avenue and Las

Land Use Application Reviews & Comments – (Exhibit 10)

applications (3%) issued at least one comment. Clark County: 102 applications were reviewed (a 108% increase from 2020), with 3

Henderson: 30 applications were reviewed applications (3%) issued at least one comment. reviewed (a 32% decrease from 2020), with 1

Las Vegas: 41 applications were reviewed (a 21% decrease from 2020), with 1 application (2%) issued at least one comment.

applications (0%) issued at least one comment. North Las Vegas: 24 applications were reviewed (a 60% increase from 2020), with 0

<u> Land Use Application Comments by Airport Concern – (Exhibit 11)</u>

Clark County: 5 comments were issued, with 3 comments issued for "noise" concerns.

Henderson: 2 comments were issued, with 1 comment issued for "noise" concerns

Las Vegas: 2 comments were issued, with 1 comment issued for "noise" concerns.

North Las Vegas: 0 comments were issued.

Dwelling Units per "Noise," Commented Application -(Exhibit 12)

AEOD. AEOD. Clark County: 4 dwelling units were proposed in the commented applications, within the 3 dwelling units were proposed in the commented applications, just outside the

Henderson: 105 dwelling units were proposed in the commented applications, just outside the AEOD

AEOD. Las Vegas: 4 dwelling units were proposed in the commented application, just outside the

July 30, 2021 Page 7 of 37 Airport Noise Report

North Las Vegas: 0 comments were issued.

<u> Land Use Applications Denied and/or Opposed – (Exhibit 13)</u>

None

The information denoted in this monthly summary represents **typical** residential complaints, (with the exception of the number of complaints associated with departures to the south that turn west), flight activity, fleet mix, and gate compliance.

May 2021: 106 total complaints - a 342% increase from 2020 and a 3% decrease from 2019. (caller (or household) issued 6.6 calls. The most calls received from one household totaled 34. On average, each

Calls by Community - (Exhibits 1 and 3)

synopsis of typical aircraft overflight impacts on this community.) Majority (more than 50%): The Enterprise communities issued 93 calls (88%). (See April 2021

Minority (between 10% and 50%): (not applicable).

Repeat Caller Impact: One household issued 32% of the total calls

Calls by Operation - (Exhibit 2)

LAS 94% of the total calls were due to LAS fixed-wing operations

85% were due to departures to the south from Runways 19L and 19R (67% from two households).

VGT: 0% of the total calls received were due to VGT fixed-wing operations

HND: 5% of the total calls received were due to HND fixed-wing operations (100% from one

household)

Helis 1% of the total calls received were due to helicopter operations

LAS Operations & Runway Use by Large Air Carriers - (Exhibit 4)

395 daily departures - a 191% increase from 2020 and 25% decrease from 2019

58% of departures were to the west, 26% north, 8% south, and 7% east.
383 daily *arrivals* – a 178% increase from 2020 and 26% decrease from 2019.
80% of arrivals were from the east, 10% south, 8% north, and 2% west.

Daytime: 320 daily departures - a 150% increase from 2020 and 23% decrease from 2019

55% of departures were to the west, 27% north, 9% east, and 9% south.

329 daily *arrivals* – a 150% increase from 2020 and a 25% decrease from 2019 **7**8% of arrivals were from the east, 11% south, 8% north, and 3% west.

Nighttime: 74 daily departures - an 875% increase from 2020 and 31% decrease from 2019

74% of departures were to the west, 24% north, and 2% south.

54 daily arrivals – an 807% increase from 2020 and a 30% decrease from 2019
92% of arrivals were from the east, 5% south, and 3% north.

the daytime hours Daytime vs. Nighttime: Approximately 81% of all departures and 86% of all arrivals occurred during

<u> LAS Operations & Runway Use by Non-Large Air Carriers - (Exhibit 5)</u>

Overall:

123 daily *departures* – a 237% increase from 2020 and 5% increase from 2019.

55% of departures were to the south, 25% north, 11% west, and 9% east. 124 daily *arrivals* – a 281% increase from 2020 and 8% increase from 2019.

53% of arrivals were from the north, 22% east, 19% south, and 6% west.

Daytime:

114 daily *departures* – a 275% increase from 2020 and 7% increase from 2019.

54% of departures were to the south, 25% north, 11% west, and 10% east.
119 daily *arrivals* – a 300% increase from 2020 and 11% increase from 2019.

53% of arrivals were from the north, 22% east, 19% south, and 6% west.

Nighttime: 9 daily departures - a 49% increase from 2020 and 12% decrease from 2019

62% of departures were to the south, 25% north, 12% west, and 1% east.
 daily arrivals – an 83% increase from 2020 and 35% decrease from 2019.

65% of arrivals were from the north, 18% east, and 17% south.

5

Daytime vs. Nighttime: Approximately 93% of all departures and 96% of all arrivals occurred during the daytime hours

Operations by Corridor for Helicopter Tours - (Exhibit 6)

Tropicana: 36 daily departures - not available from 2020 and a 56% decrease from 2019

Charleston: 36 daily arrivals - not available from 2020 and a 55% decrease from 2019

Strip: 107 daily touch and go's – not available from 2020 and a 2% increase from 2019

Daytime vs. Nighttime: Approximately 71% of all helicopter tour operations occurred during the daytime hours

LAS Fleet Mix for All Aircraft Types - (Exhibit 7)

Heavies: Very large air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more)

accounted for 2% of the daily traffic.

Large: Large air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than

300,000 lbs.) accounted for 57% of the daily traffic

Medium: Medium turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000

lbs.) accounted for 4% of the daily traffic.

Small: Small turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 9% of the

daily traffic

Military: *Military* turbine-driven aircraft accounted for less than 0% of the daily traffic

Non-Jet: Piston-driven aircraft and unassigned aircraft types accounted for 6% of the daily traffic.

Helos: Touring helicopters accounted for 22% of the daily traffic

accounted for less than one operation per day. Noisier Aircraft Types: The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft

<u> LAS General Departure Direction for Large Aircraft - (Exhibit 8)</u>

Primary: was 67% in 2020 and 64% in 2019. In 2021, 58% departed to the west (from LAS's primary departure runways). This figure

Secondary: In 2021, 8% departed to the *south* (from LAS's secondary departure runways). was 11% in 2020 and 6% in 2019. This figure

Alternate 1: In 2021, 26% departed to the *north* (from LAS's alternate departure runways). This figure

was 22% in 2020 and 26% in 2019.

Alternate 2: In 2021, 7% departed to the *east* (from LAS's alternate departure runways). This figure was <1% in 2020 and 4% in 2019.

Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)

SVHS: In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 96% in 2020 and 98% in 2019. (See April 2021 synopsis for specific location of the SVHS gate.)

Peace: the Peace gate.) figure was 98% in 2020 and 97% in 2019. (See April 2021 synopsis for specific location of Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of *Peace Way & Summers Shade Street*. This In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada National

Pebble: Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 91% in 2020 and 99% in In 2021, 85% of the large air carrier aircraft (excluding those destined to the Nevada National 2019. (See April 2021 synopsis for specific location of the Pebble gate.)

UNLY: 01R were within 0.3 NM of the *UNLV sports complex*. This figure was 84% in 2020 and 84% in 2019. (See April 2021 synopsis for specific location of the UNLV gate.) In 2021, 97% of the large air carrier aircraft that departed to the north from Runways 01L or

Boulder: In 2021, 99% of the large air carrier aircraft that departed to the north from Runways 08L or the Boulder Hwy. gate.) figure was 94% in 2020 and 98% in 2019. (See April 2021 synopsis for specific location of 08R were within 0.3 NM of the extended runway centerline, near Boulder Highway. This

Eastern: In 2021, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 100% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Eastern

Hollywood: In 2021, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 100% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Hollywood gate.)

Stratosphere: **e:** In 2021, 100% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, northeast of the Stratosphere Tower. This figure was 67% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Stratosphere gate.)

<u> Land Use Application Reviews & Comments – (Exhibit 10)</u>

Clark County: 147 applications were reviewed applications (11%) issued at least one comment. â 227% increase from 2020), with 16

applications (13%) issued at least one comment. Henderson: 25 54 applications were reviewed a 116% increase from 2020), with 7

(0%) issued at least one comment. Las Vegas: 31 applications were reviewed (a 54% decrease from 2020), with 0 applications

North Las Vegas: 16 applications were reviewed (a 100% increase from 2020), with 2 applications (13%) issued at least one comment.

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 18 comments were issued, with 13 comments issued for "noise" concerns.

Henderson: 8 comments were issued, with 2 comments issued for "noise" concerns

Las Vegas: 0 comments were issued.

North Las Vegas: 2 comments were issued, with both being for "noise" concerns

Dwelling Units per "Noise," Commented Application – (Exhibit 12)

Clark County: 1,658 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 572 dwelling units were proposed in the commented applications, just outside

Las Vegas: 0 commented applications

North Las Vegas: Dwelling units were not specified in the "noise" commented applications.

Land Use Applications Denied and/or Opposed – (Exhibit 13)

None

July 30, 2021 Page 11 of 37 Airport Noise Report

gate compliance. The information denoted in this monthly summary represents **typical** residential complaints, (with the exception of the number of complaints associated with departures to the south that turn west), flight activity, fleet mix, and

June 2021: 75 total complaints – a 226% increase from 2020 and a 7% increase from 2019. On average, each caller (or household) issued 3.9 calls. The most calls received from one household totaled 37.

Calls by Community - (Exhibits 1 and 3)

synopsis of typical aircraft overflight impacts on this community.) Majority (more than 50%): The Enterprise communities issued 64 calls (85%). (See April 2020

Minority (between 10% and 50%): (not applicable).

Repeat Caller Impact: One household issued 49% of the total calls

Calls by Operation - (Exhibit 2)

LAS:

97% of the total calls were due to *LAS* fixed-wing operations.

77% were due to departures to the south from Runways 19L and 19R (86% from two households).

VGT: 0% of the total calls received were due to VGT fixed-wing operations household). (92% from one

HND: 3% of the total calls received were due to HND fixed-wing operations

Helis 0% of the total calls received were due to helicopter operations

LAS Operations & Runway Use by Large Air Carriers - (Exhibits 4)

Overall:

412 daily arrivals – a 98% increase from 2020 and 20% decrease from 2019. 426 daily *departures* – a 106% increase from 2020 and 18% decrease from 2019 65% of departures were to the west, 26% east, 5% south, and 4% north.

70% of arrivals were from the east, 14% north, 9% south, and 6% west.

Daytime: 331 daily *departures* – a 73% increase from 2020 and 18% decrease from 2019 58% of departures were to the west, 32% east, 6% south, and 4% north.

336 daily *arrivals* – a 73% increase from 2020 and 22% decrease from 2019.

• 65% of arrivals were from the east, 16% north, 11% south, and 8% west.

Nighttime: 94 daily *departures* – a 551% increase from 2020 and 20% decrease from 2019.

90% of departures were to the west, 4% east, 3% south, and 3% north.

76 daily *arrivals* – a 486% increase from 2020 and 14% decrease from 2019.

90% of arrivals were from the east, 5% north, and 4% south.

the daytime hours Daytime vs. Nighttime: Approximately 78% of all departures and 82% of all arrivals occurred during

LAS Operations & Runway Use by Non-Large Air Carriers - (Exhibit 5)

Overall:

132 daily *departures* – an 85% increase from 2020 and 30% increase from 2019.

51% of departures were to the south, 33% east, 10% west, and 6% north.

128 daily arrivals – an 88% increase from 2020 and a 29% increase from 2019.

58% of arrivals were from the north, 15% south, 13% west, and 13% east.

Daytime:

120 daily *departures* − a 95% increase from 2020 and 31% increase from 2019.

■ 49% of departures were to the south, 36% east, 10% west, and 6% north.

121 daily arrivals - a 94% increase from 2020 and a 33% increase from 2019. 57% of arrivals were from the north, 16% south, 14% west, and 14% east

Nighttime: 12 daily *departures* – a 22% increase from 2020 and 13% increase from 2019.

78% of departures were to the south, 11% west, 7% north, and 4% east.

7 daily arrivals – a 22% increase from 2020 and 18% decrease from 2019

86% of arrivals were from the north, 9% east, 6% south, and 1% west.

the daytime hours Daytime vs. Nighttime: Approximately 91% of all departures and 95% of all arrivals occurred during

Operations by Corridor for Helicopter Tours -(Exhibit 6)

Tropicana: 40 daily departures – a 454% increase from 2020 and a 43% decrease from 2019

Charleston: 39 daily arrivals - a 484% increase from 2020 and a 44% decrease from 2019

Strip: 115 daily touch and go's - a 396% increase from 2020 and a 34% increase from 2019

Daytime vs. Nighttime: Approximately 67% of all helicopter tour operations occurred during the daytime

LAS Fleet Mix for All Aircraft Types - (Exhibit 7)

Heavies: Very large air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more)

accounted for 2% of the daily traffic.

Large: **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 57% of the daily traffic.

Medium: Medium turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000

lbs.) accounted for 4% of the daily traffic

Small: Small turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 10% of the

daily traffic

Military: Military turbine-driven aircraft accounted for 0% of the daily traffic

Non-Jet: Piston-driven aircraft and unassigned aircraft types accounted for 4% of the daily traffic

Helos: Touring helicopters accounted for 22% of the daily traffic

accounted for zero operations per day. Noisier Aircraft Types: The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft

LAS General Departure Direction for Large Aircraft - (Exhibit 8)

In 2021, 65% departed to the west (from LAS's primary departure runways). was 69% in 2020 and 60% in 2019. This figure

Secondary: In 2021, 5% departed to the *south* (from LAS's secondary departure runways). was 17% in 2020 and 5% in 2019.

Alternate 1: In 2021, 4% departed to the *north* (from LAS's alternate departure runways). was 9% in 2020 and 18% in 2019. This figure

Alternate 2: In 2021, 26% departed to the east (from LAS's alternate departure runways). was 5% in 2020 and 18% in 2019. This figure

Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)

SHVS In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 98% in 2020 and 98% in 2019. (See April 2021 synopsis for specific location of the SVHS gate.)

Peace: the Peace gate.) Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of *Peace Way & Summers Shade Street*. This figure was 98% in 2020 and 98% in 2019. (See April 2021 synopsis for specific location of In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada National

Pebble: Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 95% in 2020 and 99% in In 2021, 93% of the large air carrier aircraft (excluding those destined to the Nevada National 2019. (See April 2021 synopsis for specific location of the Pebble gate.)

UNLY: 01R were within 0.3 NM of the UNLV sports complex. This figure was 93% in 2020 and In 2021, 96% of the large air carrier aircraft that departed to the north from Runways 01L or (See April 2021 synopsis for specific location of the UNLV gate.)

Boulder: the Boulder Hwy. gate.) 08R were within 0.3 NM of the extended runway centerline, near Boulder Highway. This In 2021, 99% of the large air carrier aircraft that departed to the north from Runways 08L or figure was 99% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of

Eastern: gate.) in 2020 and 99% in 2019. 500 feet of the intersection of Tropicana Avenue & Eastern Avenue. This figure was 99% In 2021, 99% of the touring helicopters destined east of the Las Vegas Valley were within (See April 2021 synopsis for specific location of the Eastern

Hollywood: In 2021, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 98% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Hollywood gate.)

Stratosphere: e: In 2021 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast* of the Stratosphere Tower. This figure was 99% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Stratosphere gate.)

<u> Land Use Application Reviews & Comments – (Exhibit 10)</u>

applications (3%) issued at least one comment. Clark County: 105 applications were reviewed â 35% increase from 2020), with 3

applications (9%) issued at least one comment. **Henderson:** 77 applications were reviewed a 103% increase from 2020), ⊻ith 7

(4%) issued at least one comment. Las Vegas: 47 applications were reviewed (a 6% decrease from 2020), with 2 applications

applications issued at least one comment North Las Vegas: 12 applications were reviewed (a 50% increase from 2020), with 0

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 3 comments were issued, with 2 comments issued for "noise" concerns.

Henderson: 9 comments were issued, with 5 comments issued for "noise" concerns

Las Vegas: 2 comments were issued, with 0 comments issued for "noise" concerns

North Las Vegas: 0 comments were issued.

<u> Dwelling Units per "Noise," Commented Application –</u> (Exhibit 12)

Clark County: 598 dwelling units were proposed in the commented applications, just outside the AEOD.

AEOD. Henderson: 166 dwelling units were proposed in the commented applications, within the AEOD. 481 dwelling units were proposed in the commented applications, just outside the

Las Vegas: 0 comments were issued for "noise" concerns.

North Las Vegas: 0 comments were issued

<u> Land Use Applications Denied and/or Opposed – (Exhibit 13)</u>

None

Airport Noise Report July 30, 2021 Page 15 of 37

The information denoted in this monthly summary represents **typical** residential complaints, (with the exception of the number of complaints associated with departures to the south that turn west), flight activity, fleet mix, and gate compliance.

Other Notable Issues

monitored to ensure the FAA's communicated intent of this departure procedure is maintained. answered several questions regarding potential actions and options to mitigate excessive aircraft overflights. The Commissioner and CCDOA staff assured the residents that use of the procedure will be closely procedure, in response to questions and comments previously posed by the residents. Commissioner Naft Metroplex project. CCDOA staff relayed detailed clarification regarding the FAA's intent and purpose of the **Meeting with Commissioner Naft:** On June 28, 2021, County Commissioner Michael Naft, and several staff from CCDOA met with several residents from the Western Trails community to discuss aircraft overflights impacting the community as a result of a new departure procedure implemented as part of the FAA's

impact performance of larger aircraft, requiring additional runway distance for a safe departure. With an elevation difference of 142 feet between the opposite ends of LAS Runway 26R/08L, aircraft departing Runway 08L are placed on a downhill roll enabling a more efficient and safe departure roll. basis, the FAA has increased use of Runway 08L for departures. Extreme temperatures and low humidity Eastbound Departure Increase: With temperatures averaging and exceeding 100 degrees on a consistent

threats will be forwarded to the appropriate law enforcement agencies Safety and Security Threats: Any threats to DOA staff or an aircraft in flight are taken seriously, and such

GCS:jj

Attachments

Page 16 of 37 July 30, 2021 Airport Noise Report

Distribution: Commissioner Kirkpatrick, Chair Commissioner Gibson, Vice-Chair

Commissioner Miller Commissioner Naft

Commissioner Segerblom Commissioner McCurdy II

Yolanda King Commissioner Jones

Joseph Piurkowski James Chrisley Rosemary Vassiliadis

Jenniter Lopez Ralph Lepore

Sandra Cikity

Ben Czyzewski Judy Villalta

Karina Tarnowska

Donna Bergstrom

Blanca Vazquez Curtis Hedgepeth

Charlie Halterman (HND Tower)

Richard Falcon (FAA FSDO)

Bristol Ellington (COH)

Elizabeth Fretwell (CLV)

Mayor Carolyn Goodman (CLV)

Mayor Pro Tem Lois Tarkanian (CLV)

Councilman S. Anthony (CLV) Councilman Bob Coffin (CLV)

Councilman Steven S. Seroka (CLV)

Councilwoman Michele Fiore (CLV)

Councilman Cedric Crear (CLV)

Brok Armantrout (CBC)

J. Gordon Arkin (Foley & Lardner) David Parks (Nevada State Assembly)

John Williams (Ricondo)

Douglas Pomeroy (FAA ADO) La Nea M. Conner (Boeing)

Mike Jeck (Metro Wash. Air Auth.)

Karen Everitt (Dallas City Hall)

Samuel Carter (Harris)

Christine Crews Chris Jones Bruce Daugherty Sean Roebuck

Scott Kichline Roben Armstrong Jeff Jacquart

Susan Gersh Anthony Perkins

Andrew Powell (COH) Stephanie Garcia-Vause (COH)

William Ruggiero (FAA TRACON) James Borget (FAA ATCT/TRACON)

Thomas Miller (Nellis AFB)

James Erbeck (CLV)

Paul Alukonis (FAA FSDO)
Sydney Lowe (University Libraries)

Lisa Butterfield(Reno-Tahoe Airport)

Andrea Christensen (Denver Airport)

Frank Iacovino (Mass Port Authority) Jennifer Lewis (Scottsdale Airport)

Robert Butler (Papillon Helicopters) Christine Gerencher (American Airlines)

Bert Ganoung (SFO)

San Diego Airport Noise Management Jeannie Denham (Citizen)

Judge Bob Johnston (Citizen)
Roy Fuhrmann (Metro Airports Commission) Tom Schaus (Sundance Helicopters)

Brooke Satern (Port of Portland)

Gary Brodt (Citizen)

James P. Callahan (Nellis AFB)

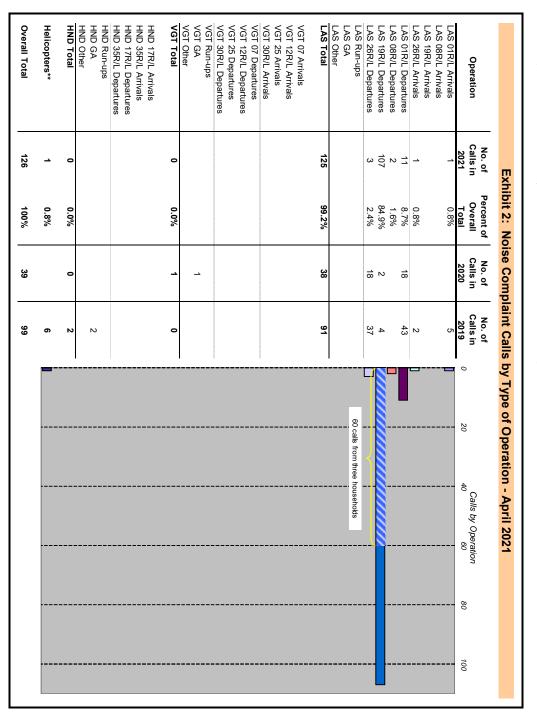
Eric Sheng (Long Beach Airport) Jason Schwartz (Portland Airport) Stan Shepherd (SEATAC

Todd Lobato (Nellis AFB)

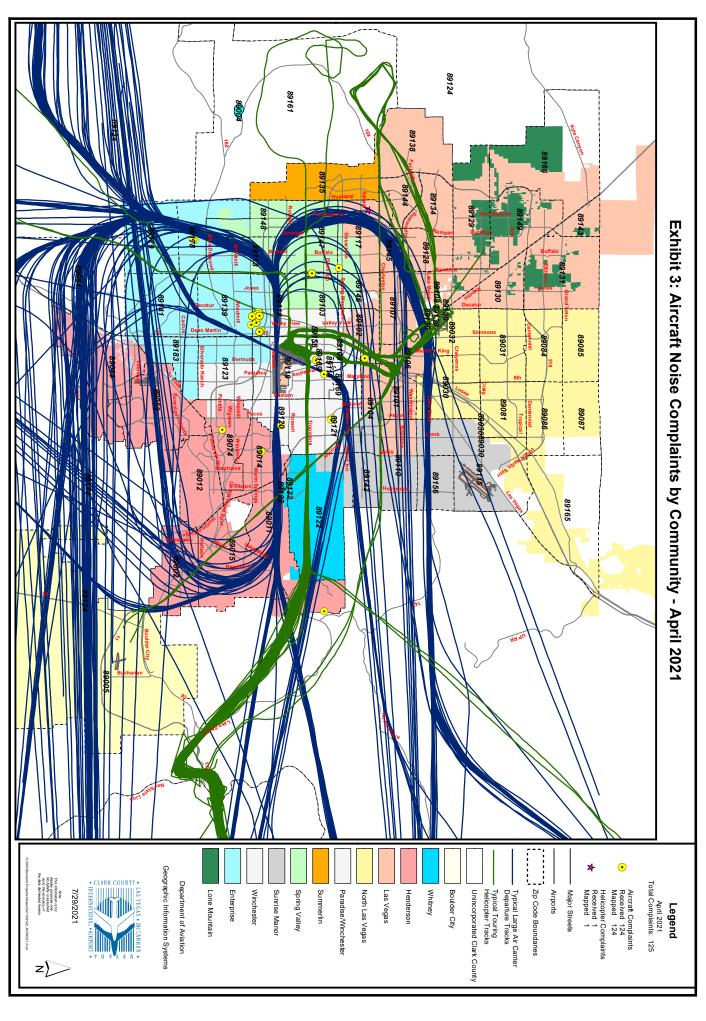
William Olivieri (Citizen) Steven Peacock (Dallas City Hall)

| | | Exhibit 1: | Noise Cor | nplaint Ca | Exhibit 1: Noise Complaint Calls by Community* - April 2021 |
|-------------------------|----------------|---|----------------|------------|---|
| | No. of | No. of | No. of | No. of | |
| Community | Calls in | Callers in | Calls in | Calls in | Calls by Community |
| | 2021 | 2021 | 2020 | 2019 | |
| City of Boulder City | | | | | |
| City of Henderson | ω | ω | | 9 | Enterprise, 86% |
| City of Las Vegas | 2 | 2 | _ | 4 | |
| City of North Las Vegas | | | | | |
| Enterprise | 109 | 18 | 2 | 11 | |
| Lone Mountain | | | | | |
| Paradise & Winchester | 6 | 5 | | 13 | |
| Spring Valley | 6 | 4 | 36 | 62 | |
| Summerlin South | | | | | |
| Sunrise Manor | | | | | |
| Whitney | | | | | |
| Location unknown | | | | | |
| Overall Total | 126 | 32 | 39 | 99 | |
| Differ | ence betweer | Difference between 2021 and 2020 Total Calls: |) Total Calls: | 223% | City of Las Vegas, 2% |
| Differ | ence betweer | Difference between 2021 and 2019 Total Calls: | Total Calls: | 27% | City of Henderson, 2% J Spring Valley, 5% Paradise & Winchester |
| | Average | Average Number of Calls per Caller: | ls per Caller: | 3.9 | 5% |
| | Most calls rec | Most calls received from one household: | e household: | 28 | |
| | | | | | |

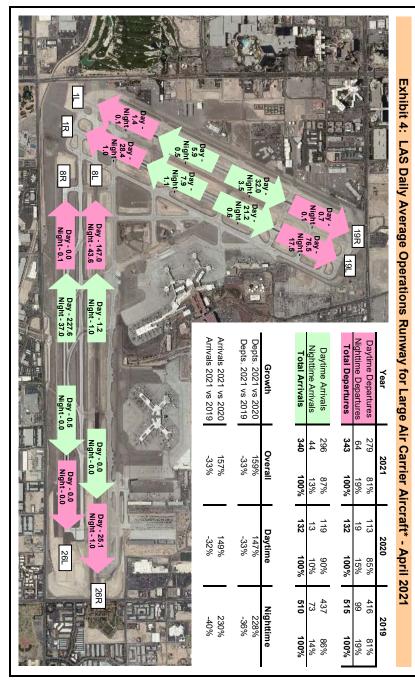
See map on reverse side for community boundaries and location of known noise complaints.



Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do no include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.



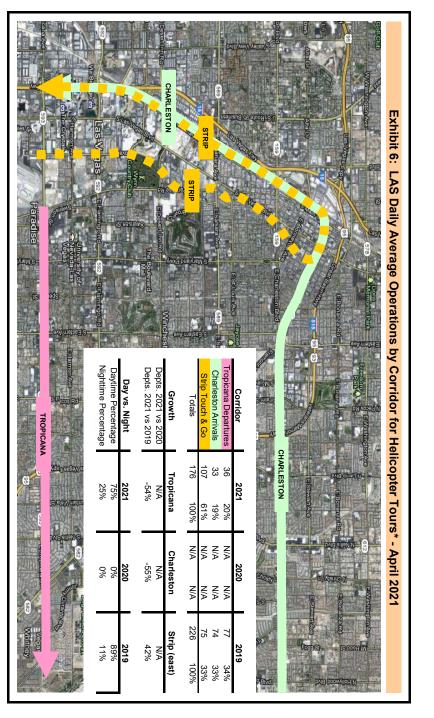
2021 Noise Complaint Report



^{*} Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340 B707, B717, B727, B737, B747, B757, B75

| Day-0.0 Night-0.1 | Day- 3.2 Night 3.2 Night 0.1 Day- 13.3 A.6 Night 0.3 BL Day-10.6 Day-0.1 | A V | Day- 26.3 Day- Night 1.5 1.2 Night | Day - 19.1 | 19R 19L | Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - April 2021 |
|----------------------------------|--|--|---|---|--|---|
| 1.2 Day - 0.4 1.3 Night - 0.0 | | Arrivals 2021 vs 2020 Arrivals 2021 vs 2019 | Growth Depts. 2021 vs 2020 Depts. 2021 vs 2019 | Daytime Arrivals Nighttime Arrivals Total Arrivals | Year Daytime Departures Nighttime Departures Total Departures | inway for Non-Lar |
| 36 10 E110 | Day-0.1 | 445% 2% | Overall 398% 2% | 98 94% 6 6% 104 100% | 2021 96 92% 9 8% 105 100% | ge Air Carrier |
| | Day-8.9 | 461% 5% | Daytime 459% 3% | 18 92% 2 8% 19 100% | 2020 17 82% 4 18% 21 100% | Aircraft** - A |
| | 26R | 269% -27% | Nighttime 128% -8% | 94 92% 8 8% 102 100% | 2019 93 91% 10 9% 103 100% | pril 2021 |

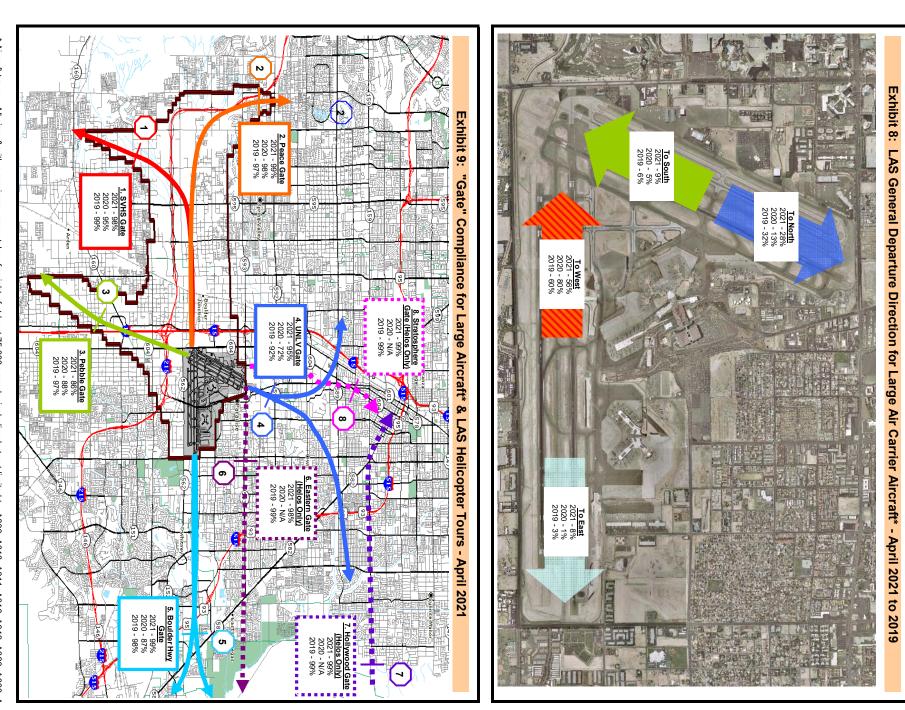
^{**} Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters.



^{*} Helicopter Tours: Note that some operations may originate from facilities besides LAS.

| | | Exhibit | t 7: LAS | Aircraft Ar | Exhibit 7: LAS Aircraft Arrival Fleet Mix** - April 2021 | (** - Apri | ii 2021 | | | | | |
|----------------------------|---------------------|-----------------------|---------------------|---------------------|--|------------|-----------|-----|-----|-----|-----|-----|
| Operation | Daily Average in | Percent of Overall | Daily Average in | Daily Average in | | | Fleet Mix | | | | | |
| | 2021 | Total | 2020 | 2019 | 0 25 | 50 | 75 | 100 | 125 | 150 | 175 | 200 |
| A300s, A310s | 0.03 | 0.0% | 1.50 | 1.17 | | | | | | | | |
| A330s, A340s | 1.33 | 0.2% | 0.00 | 3.97 | | | | | | | | |
| B747s | 0.03 | 0.0% | 0.03 | 1.07 | | | | | | | | |
| B767s | 6.70 | 1.1% | 1.67 | 5.83 | | | | | | | | |
| B777s | 0.03 | 0.0% | 0.53 | 1.43 | | | | | | | | |
| DC10, L1011, MD11 | 0.00 | 0.0% | 0.00 | 0.00 | | | | | | | | |
| Misc. (B707s, DC8s, etc.) | 0.00 | 0.0% | 6.03 | 0.03 | | | | | | | | |
| Heavy Jets (>300,000 lbs.) | 8.13 | 1.4% | 9.77 | 13.50 | | | | | | | | |
| A318s, A319s | 28.40 | 4.9% | 9.27 | 49.73 |] | | | | | | | |
| A320s, A321s | 84.23 | 14.4% | 21.10 | 119.73 | - | ŀ | ┟ | | | | | |
| B717s | 0.00 | 0.0% | 0.00 | 2.80 | | | | | | | | |
| B727s | 0.00 | 0.0% | 0.00 | 0.00 | | | | | | | | |
| B737-100s, -200s | 0.00 | 0.0% | 0.00 | 0.00 | | | | | | | | |
| B737-300s to -900s | 186.40 | 31.9% | 87.77 | 292.70 | | | | | | | | |
| B757s | 6.00 | 1.0% | 1.50 | 8.63 | | | | | | | | |
| GB 17 - GB 16 - | 0.07 | 0.2% | 0.00 | 22.30 | | | | | | | | |
| CRJ/s, CRJ9s MD80s | 0.23 | 0.0% | 0.00 | 0.00 | | | | | | | | |
| MDons | 0.00 | 0.0% | 0.00 | 0.00 | | | | | | | | |
| Misc. (Bae 146s, DC9s) | 25.43 | 4.4% | 2.73 | 0.43 | | | | | | | | |
| Large Jets (>75,000 lbs.) | 331.77 | 56.8% | 122.37 | 496.33 | | | | | | | | |
| Medium Jets (>41,000 lbs.) | 18.00 | 3.1% | 2.23 | 20.57 | | | | | | | | |
| Small Jets (<41,000 lbs.) | 55.33 | 9.5% | 7.23 | 53.30 | | | | | | | | |
| Military Jets | 0.00 | 0.0% | 0.00 | 0.07 | | | | | | | | |
| Non-Jets & Unknowns | 30.57 | 5.2% | 9.60 | 27.73 | | | | | | | | |
| Helicopter Tours* | 140.10 | 24.0% | 0.00 | 149.58 | - | ╟ | | | U- | | | l |
| Overall Total* | 584 | 100% | 151 | 761 | | | | | | | | |
| | | | | | | | | | | | | |

^{**} Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact.



Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

| Percent of Applications where Comment Issued | No. of Applications where CCDOA Issued a Comment | No. of Land Use Applications Reviewed | | l and Ilso Application Review Summary | Exhibit 10: Land Use Application Reviews & Comments - April 202: | |
|--|--|---------------------------------------|-----------|---------------------------------------|--|--|
| 3% | 3 | 102 | County | Clark | cation F | |
| 3% | _ | 30 | Henderson | City of | Reviews & | |
| 2% | _ | 41 | Vegas | City of Las | Comments | |
| 0% | 0 | 24 | Las Vegas | City of Las City of North 2021 | s - April 202 | |
| 3% | 5 | 197 | Total | 2021 | :3 | |
| 6% | 9 | 160 | Total | 2020 | | |
| 6% | 13 | 223 | Total | 2019 | | |

| 15 | 10 | 9 | 0 | 2 | 2 | 5 | Total*** |
|-------|-------|-------|---------------------------|-------------|------------|---------|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | MiscIf applicable, detailed info. provided within the written summary |
| 6 | 7 | ω | 0 | _ | _ | _ | Noisy-Residential Just Outside the AEOD** |
| 0 | 0 | _ | 0 | 0 | 0 | _ | Noisy-Residential within the AEOD** |
| Œ | 0 | _ | 0 | 0 | 0 | _ | Noisy-Commercial within AEOD** |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | Heliport/Helipad |
| _ | 0 | 0 | 0 | 0 | 0 | 0 | Height-Penetrates Part 77 PATH-C Surfaces* |
| ω | ၗ | 4 | 0 | _ | _ | 2 | Height-Penetrates Part 77 100:1 Surfaces/>200' |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | Deed Restrictions |
| Total | Total | Total | Las Vegas | Vegas | Henderson | County | Summary by Comment Type |
| 2019 | 2020 | 2021 | City of Las City of North | City of Las | City of | Clark | Command Ton |
| | | | | | | | |
| | | 2021 | ncern - April | Airport Cor | ments by / | ion Com | Exhibit 11: Land Use Application Comments by Airport Concern - April 2021 |
| | | | | | | | |

^{*} Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.
**AEOD-Airport Environs Overlay District (defined below).
***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment

| Exhibit 12: Dwelling Units per Commented Application* - April 202 | s per Cor | nmented A | pplication | * - April 202 | _ | | |
|---|-----------|-----------|-------------|--------------------------------|-------|-------|-------|
| Dwelling Units Proposed in Commented Applications | Clark | City of | City of Las | City of Las City of North 2021 | _ | | 2019 |
| pwelling office Floposed III confinenced Applications | County | Henderson | Vegas | Vegas Las Vegas | Total | Total | Total |
| Within the AEOD | 4 | 0 | 0 | 0 | 4 | 0 | 0 |
| Just Outside the AEOD | ω | 105 | 4 | 0 | 112 | 1,438 | 657 |
| | | | | | | | |

^{*}Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

| Exhibit 13: Land Use Applications Denied and/or Opposed* - April 2021 | cations E | enied and. | or Oppose | ed* - April 2 | 021 | | |
|---|------------------|----------------------|----------------------|---|---------------|---------------|---------------|
| Summary of LUA Opposed | Clark | City of Henderson | City of Las Vegas | City of Las City of North Vegas Las Vegas | 2021 Total | 2020 Total | 2019 Total |
| Recommend Denial | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Opposed at Hearings | 0 | 0 | 0 | 0 | • | 0 | 0 |
| | | | | | | | |

^{*}If denied or opposed at a hearing, detailed information provided within the written summary portion.

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - April 2021

AEOD - Airport Environs Overlay Districts - Noise Contours Clark County Code (CCC) 30.48.010. The AEOD is established to: 1. Provide for a range of uses compatible with airport hazard and

- 2. Prohibit the development of incompatible uses that are
- 30.48-AE, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.

 4. Comply with the Federal Aviation Administration regulations. detrimental to the general health, safety, and welfare.

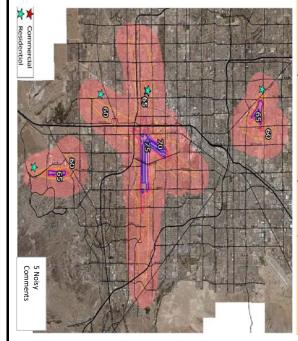
 Require noise attenuated construction, as indicated by Table

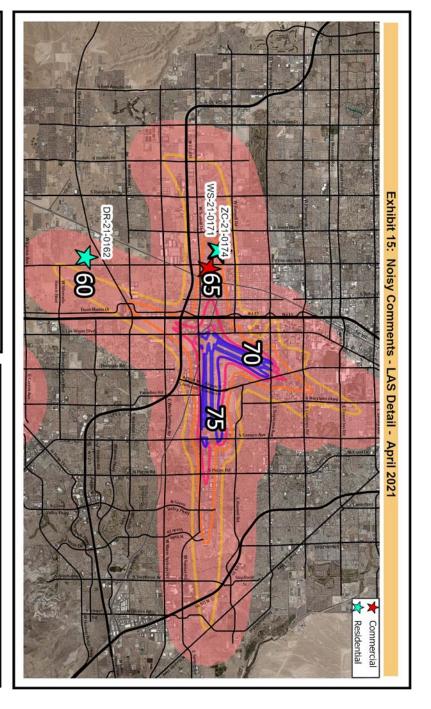
(VGT) and the Henderson Executive Airport (HND). 2008-Most recent update to the AEOD in CCC, updated the AEOD for McCarran (LAS), and added an AEOD to the North Las Vegas Airport

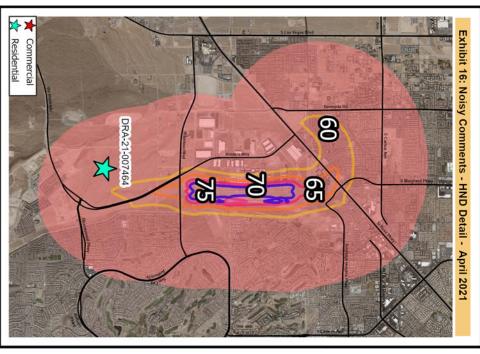
2011-AEOD adopted by the cities of North Las Vegas and Henderson.

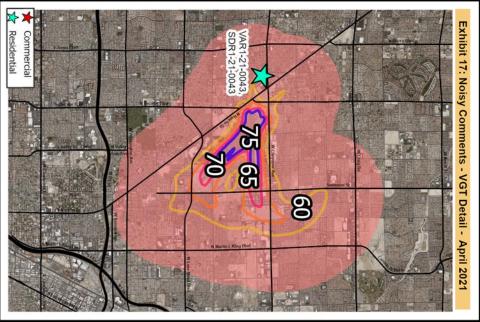
The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

Salmon color indicates a 1 mile zone outside the AEOD







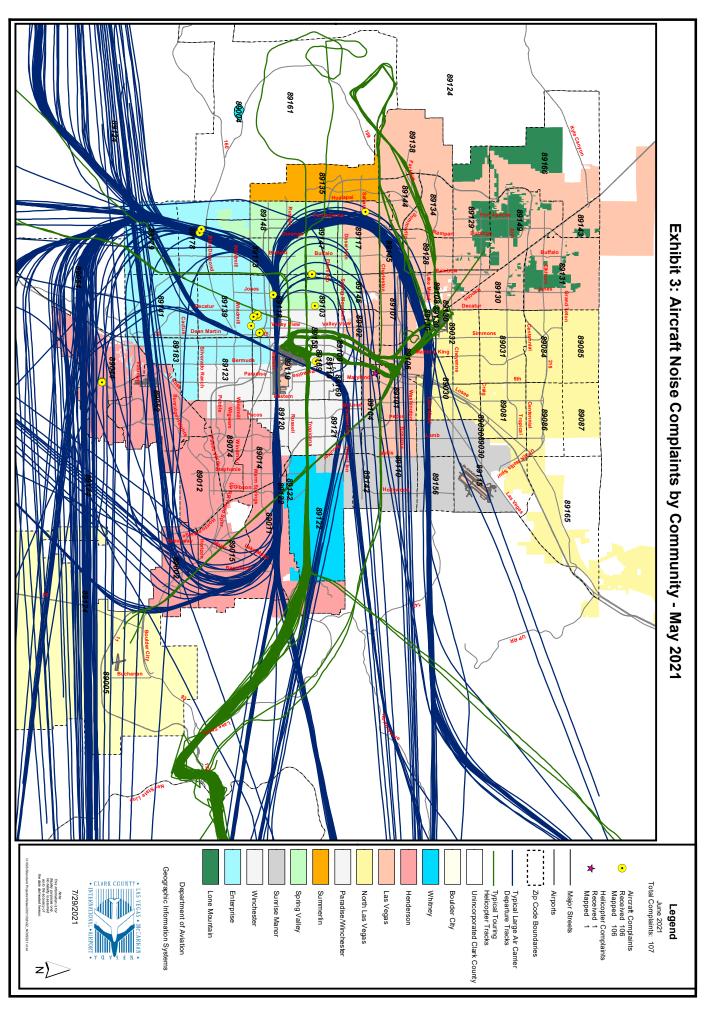


| | 34 | household: | Most calls received from one household: | lost calls rec | - |
|---|-------------|----------------|---|----------------|-------------------------|
| City of Henderson, 5% | 6.6 | ls per Caller: | Average Number of Calls per Caller: | Average I | |
| City of Las Vegas, 1% Spring Valley, 5% | -3% | Total Calls: | Difference between 2021 and 2019 Total Calls: | ence between | Differe |
| Paradise & Winchester, | 342% |) Total Calls: | Difference between 2021 and 2020 Total Calls: | ence between | Differe |
| | 109 | 24 | 16 | 106 | Overall Total |
| | | | | | Location unknown |
| | | | | | Whitney |
| | | | | | Sunrise Manor |
| | _ | | | | Summerlin South |
| | 74 | 18 | ω | 6 | Spring Valley |
| | 13 | _ | _ | _ | Paradise & Winchester |
| | | | | | Lone Mountain |
| | 10 | 4 | 10 | 93 | Enterprise |
| | | | | | City of North Las Vegas |
| | 2 | | _ | _ | City of Las Vegas |
| 88% | 9 | _ | _ | 5 | City of Henderson |
| | | | | | City of Boulder City |
| | 2019 | 2020 | 2021 | 2021 | |
| Calls by Community | Calls in | Calls in | Callers in | Calls in | Community |
| | No. of | No. of | No. of | No. of | |
| Exhibit 1: Noise Complaint Calls by Community* - May 2021 | mplaint Cal | Noise Co | Exhibit 1: | | |
| | | | | | |

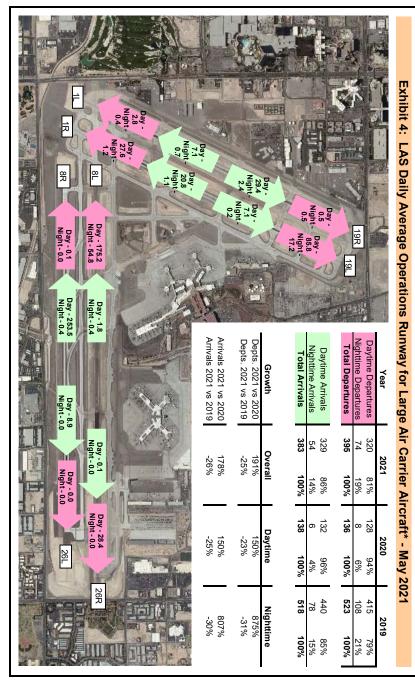
^{*} See map on reverse side for community boundaries and location of known noise complaints.

| No. of Percent of Operation Calls in Overal No. of All Substitute Calls in Operation Calls in Overal Calls in Calls in Operation Calls in Operation Calls in Operation Calls in Operation Calls in Call | No. of Percent of No. of Calls in | | | | | | | | | | | | 109 | 24 | 100% | 106 | Overall Total |
|--|---|-----|----|----|----|-------|----------|------------|--------------|------------|-----------|---------|----------|----------|-------------|--------|----------------------|
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Calls in Operation Calls in Operatio | No. of Percent of No. of Calls in | | | | | | | | | | | | 2 | | 0.9% | _ | Helicopters** |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Calls in Overali Calls in Over | No. of Percent of No. of Calls in | | | | | | | | ouseholds | from one f | 5 calls 1 | | 0 | 2 | 4.7% | 51 | HND Total |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of No. of Calls in Overall Calls in | No. of Percent of No. of No. of Calls in Ca | | | | | | | | - | | | | | ^ | 4.1% | O | HND Other |
| Receiption Calls by Type of Operation - May 2021 No. of Percent of No. of Calls in Overall Calls in Calls in Overall Ove | No. of Percent of No. of Calls in Overall Calls by Operation Overall Calls in Overall Calls in Overall Calls by Operation Overall Calls in Overall Calls by Operation Overall Calls in Overall Calls by Operation Overall O | | | | | | | | | | <u> </u> | | |) | 4 70/ | ר | HND Run-ups |
| Received No. of Percent of No. of Calls in | No. of Percent of No. of Calls in Cyceral | | | | | | | | | | | | | | | | HND 35R/L Departures |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 | No. of Percent of No. of Calls in | | | | | | | | | | | | | | | | HND 17R/L Departures |
| No. of Percent of No. of Calls in Overall Overa | No. of Percent of Calls in | | | | | | | | | | | | | | | | HND 17R/L Arrivals |
| No. of Percent of Calls in Coverall Calls in | No. of Percent of No. of Calls in Overall Calls in C | | | | | | | | | | | | 6 | 0 | 0.0% | 0 | VGT Total |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 | No. of Percent of No. of Calls in Overall Calls in Calls in Overall 2020 2019 O 10 20 30 40 50 60 70 80 90 | | | | | | | | | | | | | | | | VGT Other |
| No. of Percent of No. of Calls in Overall 2020 2019 Overall 2020 2019 Overall 2020 Overall 2020 Overall 2020 Overall Ove | No. of Percent of No. of Calls in Overall 2020 2019 O 10 20 30 40 50 60 70 80 90 | | | | | | | | | | | | 6 | | | | VGT GA |
| No. of Percent of No. of Calls in Overall Calls in Calls by Operation 70 80 90 70 | No. of Percent of No. of Calls in Calls by Operation 70 80 90 7 | | | | | | | | | | | | | | | | VGT Run-ups |
| No. of Percent of No. of Calls in | No. of Percent of No. of Calls in Calls by Operation Calls by Operation Calls by Operation Calls of the calls in C | | | | | | | | | | | | | | | | VGT 30R/L Departures |
| No. of Percent of No. of Calls in Overall Calls in C | No. of Percent of Calls in | | | | | | | | | | | | | | | | VGT 25 Departures |
| No. of Percent of Calls in | No. of Percent of Calls in Calls by Operation 70 80 90 | | | | | | | | | | | | | | | | VGT 12R/L Departures |
| No. of Percent of Calls in Overall Calls in Overall 2020 2019 O 10 20 30 40 50 60 70 80 90 | No. of Percent of No. of Calls in Calls by Operation Calls in Calls i | | | | | | | | | | | | | | | | VGT 07 Departures |
| No. of Percent of No. of Calls in | No. of Percent of No. of Calls in Calls by Operation 70 80 90 als | | | | | | | | | | | | | | | | VGT 30R/L Arrivals |
| No. of Percent of No. of Calls in Overall 2020 2019 Overall 2020 2019 Overall 2020 33 6 Gells in Overall 2020 33 6 Gells in Overall 2020 33 6 Gells in Overall 2020 Overall Overal | No. of Percent of No. of Calls in Calls of | | | | | | | | | | | | | | | | VGT 25 Arrivals |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of Calls in Overall Calls in C | Hation Calls in Overall Calls in Calls by Operation 80 90 90 90 90 90 90 90 90 90 90 90 90 90 | | | | | | | | | | | | | | | | VGT 12R/L Arrivals |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of No. of Calls in Overall Calls in Cal | Hexhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of No. of Calls in Overall Calls in Calls in Calls in 2029 Tivals rivals Partures 7 6.6% 16 44 Papartures 90 84.9% 3 2.8% 3 47 Partures 90 94.3% 22 101 | | | | | | | | | | | | | | | | VGT 07 Arrivals |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of No. of Calls in Overall Calls in Cal | Hexhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of Calls in Overall Calls in | | | | | | | | | | | | 101 | 8 | 94.3% | 100 | LAS I otal |
| Hation Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of Calls in Overall Calls in Calls by Operation 70 80 90 rivals That I 2020 2019 0 10 20 30 40 50 60 70 80 90 rivals That I 3 6 | Hation Calls in Overall Calls in Calls by Operation 80 90 80 90 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 20 30 40 50 60 70 80 90 10 10 10 10 10 10 10 10 10 10 10 10 10 | | | | | | | | | | | | | 3 | | | LAS Other |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of Calls in Overall Calls in C | Hexhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of Calls in Overall Calls in | | | | | | | | | | | | | | | | LAS GA |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of Calls in Overall Calls in Calls in 2020 2019 rivals partures 90 84.9% 3 2.8% 3 47 | Hexhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of Calls in Overall Calls in | | | | | | <u>a</u> | ∕o househo | alls from tw | 60 c | | | | | | | LAS Run-ups |
| No. of Percent of No. of Calls in Overall Z020 Z019 Overall Z020 Z019 Overall Z020 S0 S0 S0 S0 S0 S0 S0 | No. of Percent of No. of Calls in Calls by Operation 70 80 90 7 | | | | | | | | | | | | 47 | ω | 2.8% | ω | LAS 26R/L Departures |
| No. of Percent of Calls in Calls in Overall 2020 2019 | No. of Percent of Calls in Calls by Operation 60 70 80 90 Calls in Calls i | | | | | | | | | | | N | | | 84.9% | 90 | LAS 19R/L Departures |
| No. of Percent of Calls in Calls in Overall 2020 2019 Overall 2020 30 40 50 60 70 80 90 | No. of Percent of Calls in Calls by Operation 60 70 80 90 | | | | | | | | | | | | | | | | LAS 08R/L Departures |
| No. of Percent of Calls in Overall Calls in Overall 2020 2019 Overall Calls in Overall 2020 30 40 50 60 70 80 90 3 3 6 10 20 30 40 50 60 70 80 90 Overall O | No. of Percent of Calls in Overall Calls in Calls in Calls in Coalls in Calls in Calls in Coalls in Calls in Coalls by Operation 3 3 6 9 90 | | | | | | | | | | | | 44 | 16 | 6.6% | 7 | LAS 01R/L Departures |
| No. of Percent of Calls in | No. of Percent of No. of Calls in Overall 2020 2019 Overall 2020 30 40 50 60 70 80 90 10 10 10 10 10 10 1 | | | | | | | | | | | | 6 | ω | | | LAS 26R/L Arrivals |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of No. of Calls in | No. of Percent of No. of Calls in Calls by Operation 80 90 90 90 90 90 90 90 | | | | | | | | | | | | | | | | LAS 19R/L Arrivals |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of No. of Calls in | No. of Percent of No. of Calls in | | | | | | | | | | | | | | | | LAS 08R/L Arrivals |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 No. of Percent of No. of Calls in Overall Calls in C | No. of Percent of Operation - May 2021 No. of Percent of Operation - May 2021 No. of Operation - May 2021 Calls in Operation | | | | | | | | | | | | ω | | | | LAS 01R/L Arrivals |
| Exhibit 2: Noise Complaint Calls by Type of Operation No. of | No. of Percent of No. of No. of No. of Percent of No. of | 100 | 90 | 80 | 70 | 60 | 50 | 40 | | | 10 | | 2019 | 2020 | Total | 2021 | Operation |
| Exhibit 2: | xhibit 2: | | | | | roite | hy Oper | Calle | | | | | No. of | No. of | Percent of | No. of | Operation |
| Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 | Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021 | | | | | | | | | | | | | : | | | _ |
| | | | | | | ž | y 202 | on - Ma | peratio | of O | y Type | ills by | laint Ca | ise Comp | hibit 2: No | ΕX | |

^{**} Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do no include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.



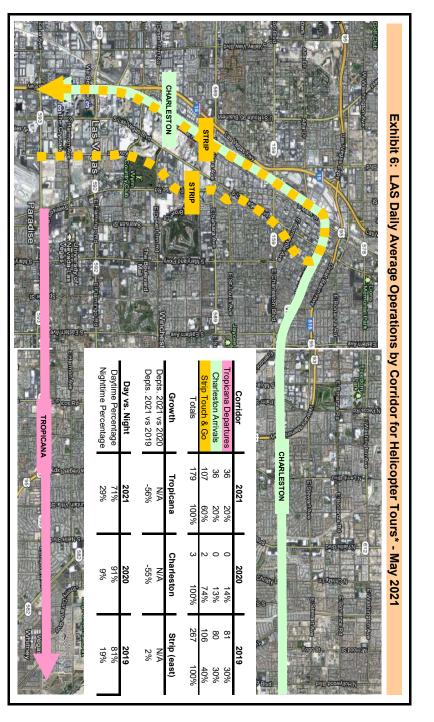
2021 Noise Complaint Report



^{*} Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340 B707, B717, B727, B737, B747, B757, B75

| 1R BR Day - 0.1 Night - 0.1 Night - 0.9 | 1. BL Night -1.0 Night-0.6 | Night Bay Night Sa Night Sa Night O.1 | | Night Day O.S. Night | | Night: 9,7 | Day - 19.8 Day - | 19R 19P | | | Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - May 2021 |
|---|----------------------------|---------------------------------------|--|--|-----------|------------------------------------|------------------|--|--------------------|------|---|
| 0.9 Day - 6.8 Night - 0.0 | 0.6 | | Arrivals 2021 vs 2020 Arrivals 2021 vs 2019 | Depts. 2021 vs 2020 Depts. 2021 vs 2019 | Growth | Nighttime Arrivals Total Arrivals | Daytime Arrivals | Nighttime Departures Total Departures | Daytime Departures | Year | unway for Non-La |
| Day - 0.1 0 Night - 1.1 | Day - 0.4 Night - 0.0 | | 281% 8% | 23 7 % 5% | Overall | 5 4% 124 100% | 119 96% | 123 100% | 114 93% | 2021 | rge Air Carrier |
| 26L | Day - 11.0 Night - 0.1 | 1. | 300% 11% | 275% 7% | Daytime | 3 9% 33 100% | 30 91% | 37 100% | 31 83% | 2020 | Aircraft** - M |
| | 26R | | 83% -35% | 49% -12% | Nighttime | | 107 93% | 10 9% 117 100% | 107 91% | 2019 | ay 2021 |

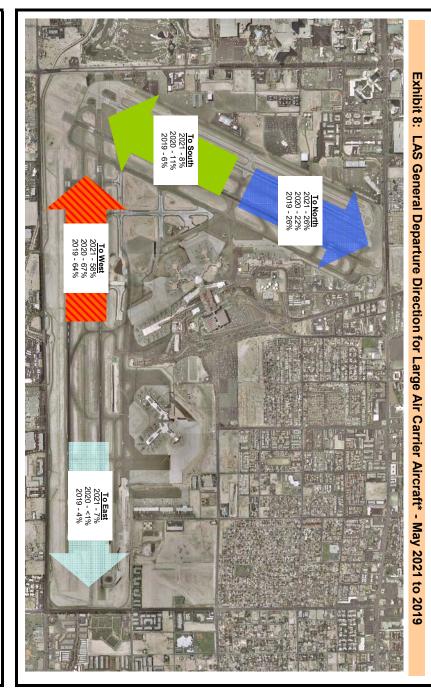
^{**} Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters.

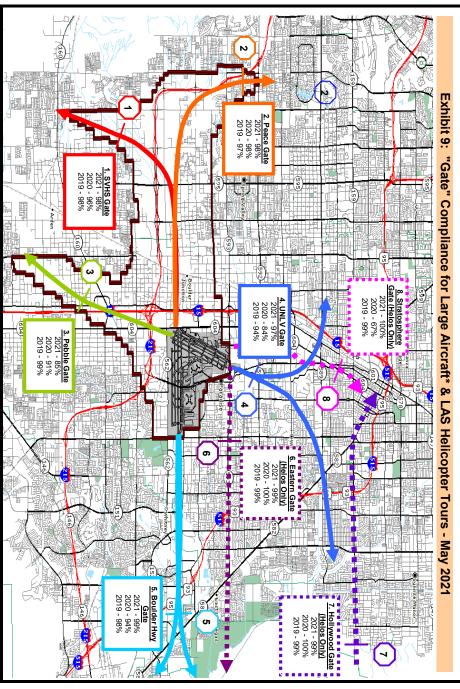


Helicopter Tours: Note that some operations may originate from facilities besides LAS.

| | | Exhibi | t7: LAS | Aircraft Ar | Exhibit 7: LAS Aircraft Arrival Fleet Mix** - May 2021 | ∗∗ - Мау | 2021 | | | | |
|----------------------------|-----------------|------------------|-----------------|-----------------|--|----------|-----------|-----|-----|-----|-----|
| | Daily | Percent of | Daily | Daily | | | Fleet Mix | | | | |
| Operation | Average in 2021 | Overall Total | Average in 2020 | Average in 2019 | 25 | 50 | | 100 | 150 | 175 | 200 |
| A300s, A310s | 0.13 | 0.0% | 1.52 | 1.16 | | | | | | | |
| A330s, A340s | 1.90 | 0.3% | 0.10 | 4.29 | | | | | | | |
| B747s | 0.03 | 0.0% | 0.06 | 1.10 | | | | | | | |
| B767s | 7.52 | 1.2% | 1.84 | 7.52 | | | | | | | |
| B777s | 0.81 | 0.1% | 0.00 | 1.39 | | | | | | | |
| DC10, L1011, MD11 | 0.00 | 0.0% | 0.06 | 0.00 | | | | | | | |
| Misc. (B707s, DC8s, etc.) | 0.00 | 0.0% | 7.58 | 0.03 | | | | | | | |
| Heavy Jets (>300,000 lbs.) | 10.39 | 1.6% | 11.16 | 15.48 | | | | | | | |
| A318s, A319s | 27.39 | 4.2% | 17.74 | 37.00 | _ | | | | | | |
| A320s, A321s | 99.19 | 15.2% | 8.55 | 142.26 | | | | | | | |
| B717s | 0.00 | 0.0% | 0.00 | 2.71 | | | | | | | |
| B727s | 0.00 | 0.0% | 0.00 | 0.00 | | | | | | | |
| B737-100s, -200s | 0.03 | 0.0% | 0.00 | 0.00 | | | | | | | |
| B737-300s to -900s | 194.16 | 29.8% | 93.52 | 289.58 | | | | | | | |
| B757s | 10.23 | 1.6% | 1.06 | 9.32 | | | | | | | |
| BAC 111s, E170s, E190s | 1.16 | 0.2% | 0.13 | 21.29 | | | | | | | |
| CRJ7s, CRJ9s | 0.00 | 0.0% | 0.00 | 0.00 | | | | | | | |
| MD80s | 0.00 | 0.0% | 0.00 | 0.00 | | | | | | | |
| MD90s | 0.00 | 0.0% | 0.00 | 0.00 | | | | | | | |
| Misc. (Bae 146s, DC9s) | 40.58 | 6.2% | 5.55 | 0.29 | | | | | | | |
| Large Jets (>75,000 lbs.) | 372.74 | 57.3% | 126.55 | 502.45 | | | | | | | |
| Medium Jets (>41,000 lbs.) | 22.87 | 3.5% | 3.16 | 24.52 | | | | | | | |
| Small Jets (<41,000 lbs.) | 61.32 | 9.4% | 14.97 | 60.97 | | - | | | | | |
| Military Jets | 0.00 | 0.0% | 0.00 | 0.00 | | | | | | | |
| Non-Jets & Unknowns | 39.84 | 6.1% | 14.48 | 29.87 | | | | | | | |
| Helicopter Tours* | 143.68 | 22.1% | 2.87 | 185.32 | | - | | | | | |
| Overall Total* | 651 | 100% | 173 | 819 | | | | | | | |
| | | | | | | | | | | | |

^{**} Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact.





Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

| Exhibit 10: Land Use Application Reviews & Comments - May 2021 | plication | Reviews & | Comment | s - May 202 | _ | | |
|--|-----------|-----------|-------------|--------------------------------|-------|-------|-------|
| Land Inc. Application Bostow Comman. | Clark | City of | City of Las | City of Las City of North 2021 | 2021 | 2020 | 2019 |
| raid use Application Review Summary | County | Henderson | Vegas | Las Vegas | Total | Total | Total |
| No. of Land Use Applications Reviewed | 147 | 54 | 31 | 16 | 248 | 145 | 382 |
| No. of Applications where CCDOA Issued a Comment | 16 | 7 | 0 | 2 | 25 | 4 | 18 |
| Percent of Applications where Comment Issued | 11% | 13% | 0% | 13% | 10% | 3% | 5% |
| | | | | | | | |

| 21 | 51 | 28 | 2 | 0 | œ | 18 | Total*** |
|-------|-------|-------|---------------------------|-------------|-----------|----------|--|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | MiscIf applicable, detailed info. provided within the written summary |
| 9 | _ | 16 | 2 | 0 | 2 | 12 | Noisy-Residential Just Outside the AEOD** |
| N | 0 | 0 | 0 | 0 | 0 | 0 | Noisy-Residential within the AEOD** |
| N | 0 | _ | 0 | 0 | 0 | _ | Noisy-Commercial within AEOD** |
| 0 | _ | 0 | 0 | 0 | 0 | 0 | Heliport/Helipad |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | Height-Penetrates Part 77 PATH-C Surfaces* |
| 7 | ω | 3 | 0 | 0 | 6 | 5 | Height-Penetrates Part 77 100:1 Surfaces/>200' |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | Deed Restrictions |
| Total | Total | Total | Las Vegas | Vegas | Henderson | County | Cannially by Commons Type |
| 2019 | 2020 | 2021 | City of Las City of North | City of Las | City of | Clark | Summary by Commont Typo |
| | | 1 | i com may | m por coo | | | |
| | | 2021 | ncern - May | Airport Co | ments by | tion Com | Exhibit 11: I and Use Application Comments by Airport Concern - May 2021 |
| | | | | | | | |

^{*} Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.
**AEOD-Airport Environs Overlay District (defined below).
***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment

| Exhibit 12: Dwelling Units per Commented Application* - May 2021 | s per Co | mmented / | \pplication | * - May 202 | _ | | |
|--|----------|------------------|-------------|--------------------------------|-------|-----------|-------|
| Duciling I In the Bronness of in Commonted Applications | Clark | City of | City of Las | City of Las City of North 2021 | 2021 | 2020 | 2019 |
| Dweiling offits Proposed III Commented Applications | County | County Henderson | Vegas | Las Vegas | | Total | Total |
| Within the AEOD | 0 | 0 | 0 | unknown | 0 | 0 | 348 |
| Just Outside the AEOD | 1,658 | 572 | 0 | unknown 2,230 | 2,230 | 239 1,798 | 1,798 |
| | | | | | | | |

*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

| Exhibit 13: Land Use Applications Denied and/or Opposed* - May 2021 | cations I | Denied and | or Oppos | ed* - May 20 |)21 | | |
|---|-----------|------------|-------------|---------------------------|------|------|------|
| Summary of LUA Opposed | Clark | City of | City of Las | City of Las City of North | 2021 | 2020 | 2019 |
| Recommend Denial | 0 | 0 | 0 | 0 | 0 | 0 | _ |
| Opposed at Hearings | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | |

^{*}If denied or opposed at a hearing, detailed information provided within the written summary portion.

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - May 2021

AEOD - Airport Environs Overlay Districts - Noise Contours Clark County Code (CCC) 30.48.010. The AEOD is established to: 1. Provide for a range of uses compatible with airport hazard and

2. Prohibit the development of incompatible uses that are

- 30.48-AE, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.

 4. Comply with the Federal Aviation Administration regulations. detrimental to the general health, safety, and welfare.

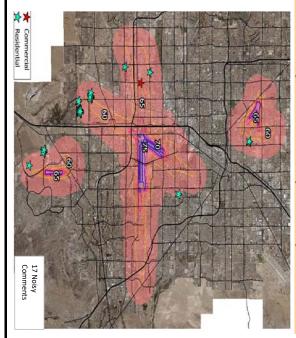
 Require noise attenuated construction, as indicated by Table

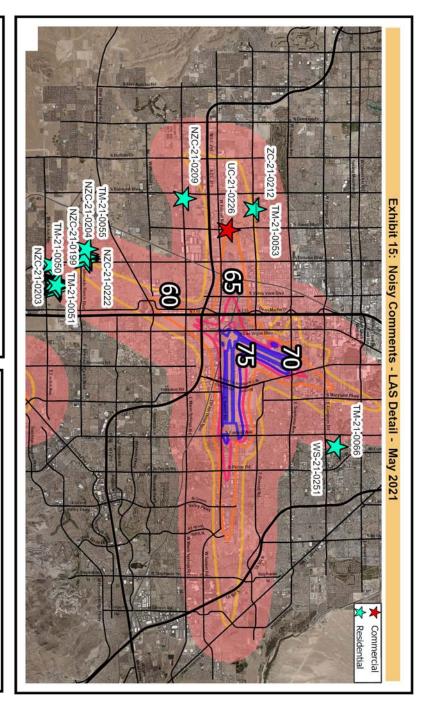
(VGT) and the Henderson Executive Airport (HND). 2008-Most recent update to the AEOD in CCC, updated the AEOD for McCarran (LAS), and added an AEOD to the North Las Vegas Airport

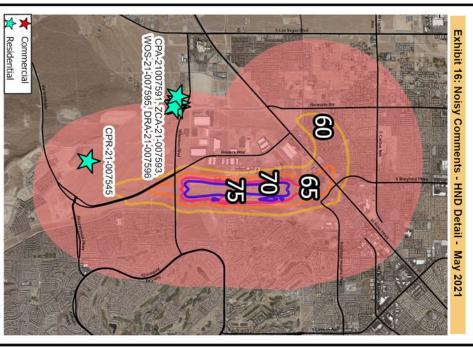
2011-AEOD adopted by the cities of North Las Vegas and Henderson.

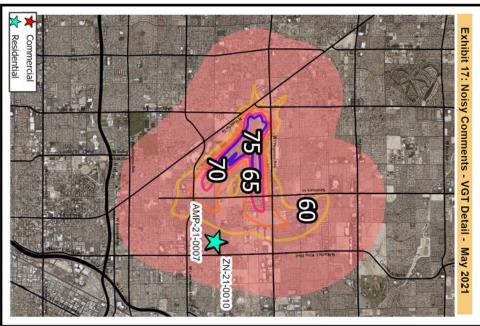
The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

Salmon color indicates a 1 mile zone outside the AEOD



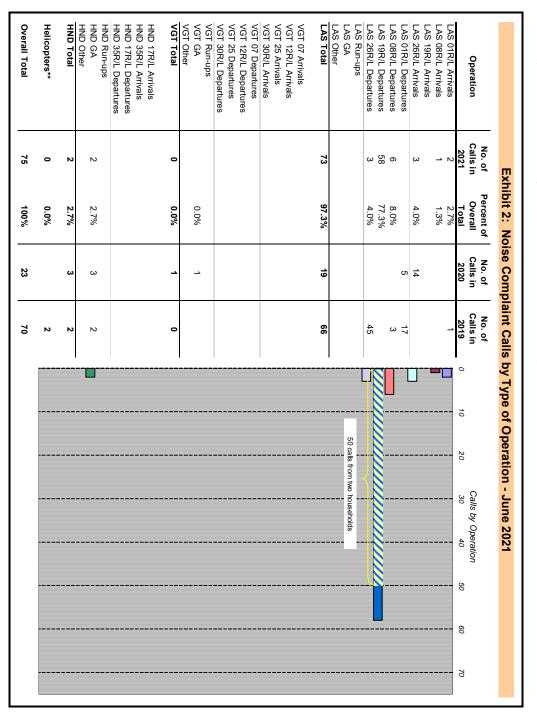




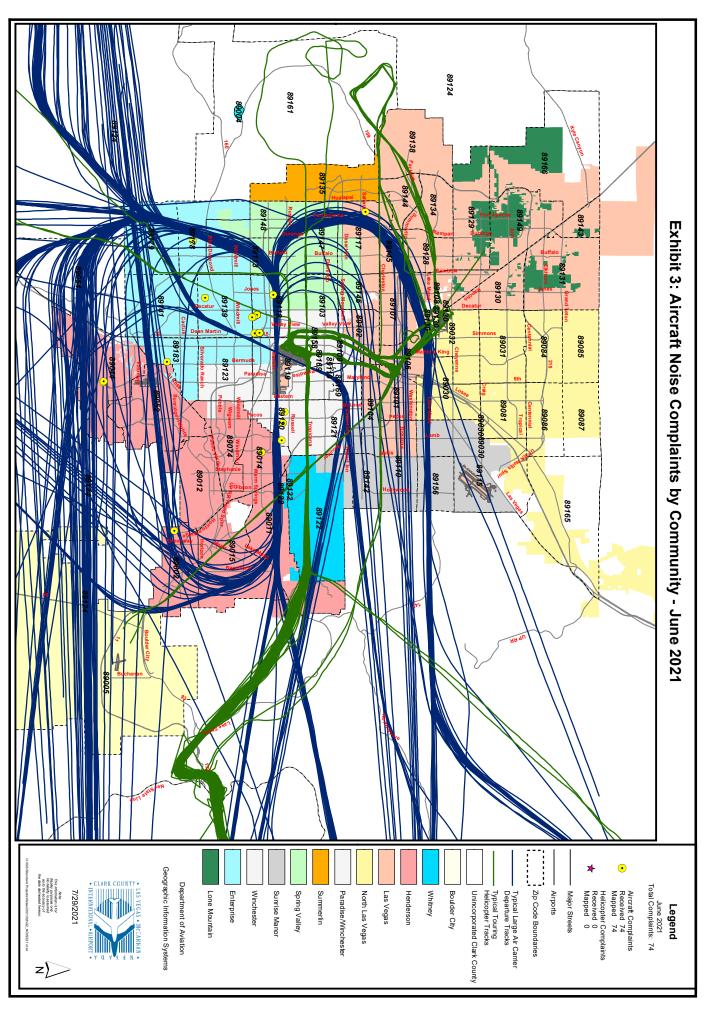


| | 37 | e household: | Most calls received from one household: | /lost calls rec | _ |
|--|--------------|----------------|---|-----------------|-------------------------|
| Spring valley, 4%_J | 3.9 | ls per Caller: | Average Number of Calls per Caller: | Average | |
| City of Henderson, 4% / VParadise & Winchester, | 7% | 9 Total Calls: | Difference between 2021 and 2019 Total Calls: | ence betweer | Differ |
| \ | 226% |) Total Calls: | Difference between 2021 and 2020 Total Calls: | ence betweer | Differ |
| | 70 | 23 | 19 | 75 | Overall Total |
| | | | | | Location unknown |
| | | | | | Whitney |
| | | | | | Sunrise Manor |
| | | | | | Summerlin South |
| > | 59 | 4 | ω | ω | Spring Valley |
| | _ | _ | 4 | 51 | Paradise & Winchester |
| | | | | | Lone Mountain |
| | _ | 14 | 9 | 64 | Enterprise |
| | | _ | | | City of North Las Vegas |
| | _ | | | | City of Las Vegas |
| Enterprise, 85% | ∞ | ω | ω | ω | City of Henderson |
| | | | | | City of Boulder City |
| | 2019 | 2020 | 2021 | 2021 | |
| Calls by Community | Calls in | Calls in | Callers in | Calls in | Community |
| | No. of | No. of | No. of | No. of | |
| Exhibit 1: Noise Complaint Calls by Community* - June 2021 | nplaint Call | Noise Cor | Exhibit 1: | | |
| | | | | | |

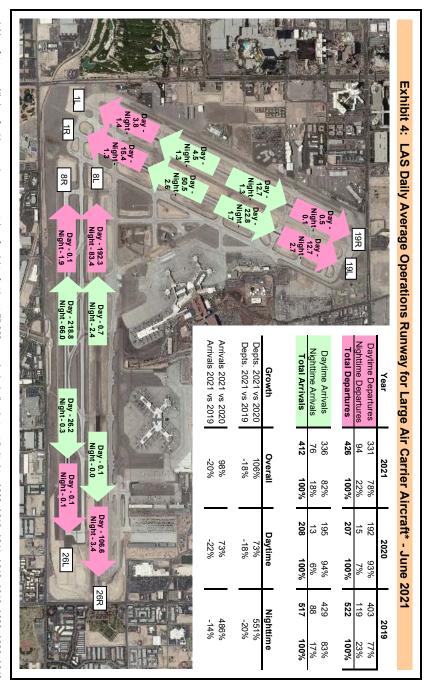
^{*} See map on reverse side for community boundaries and location of known noise complaints.



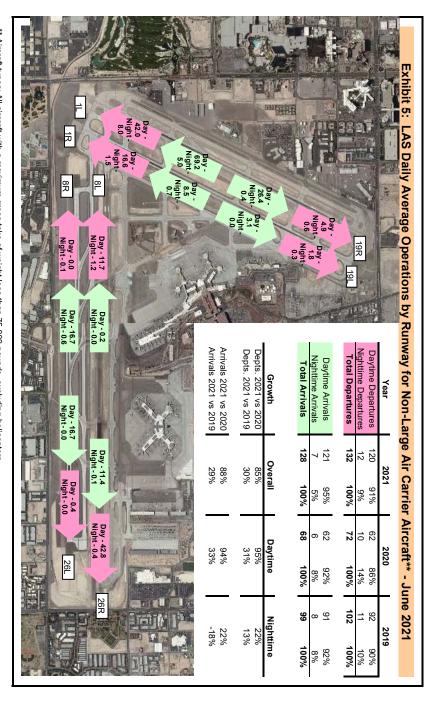
Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do no include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.



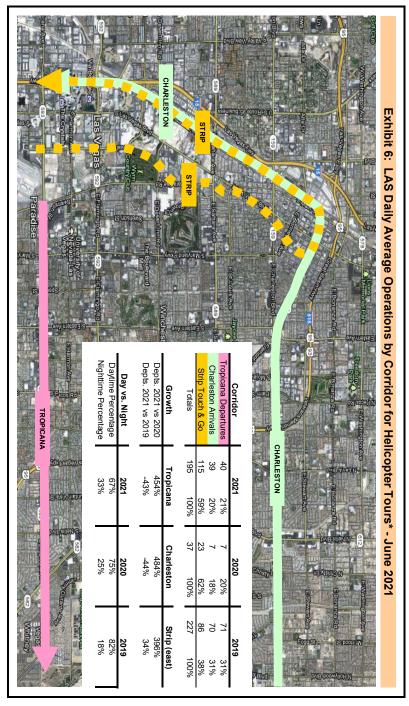
2021 Noise Complaint Report



Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340 B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.



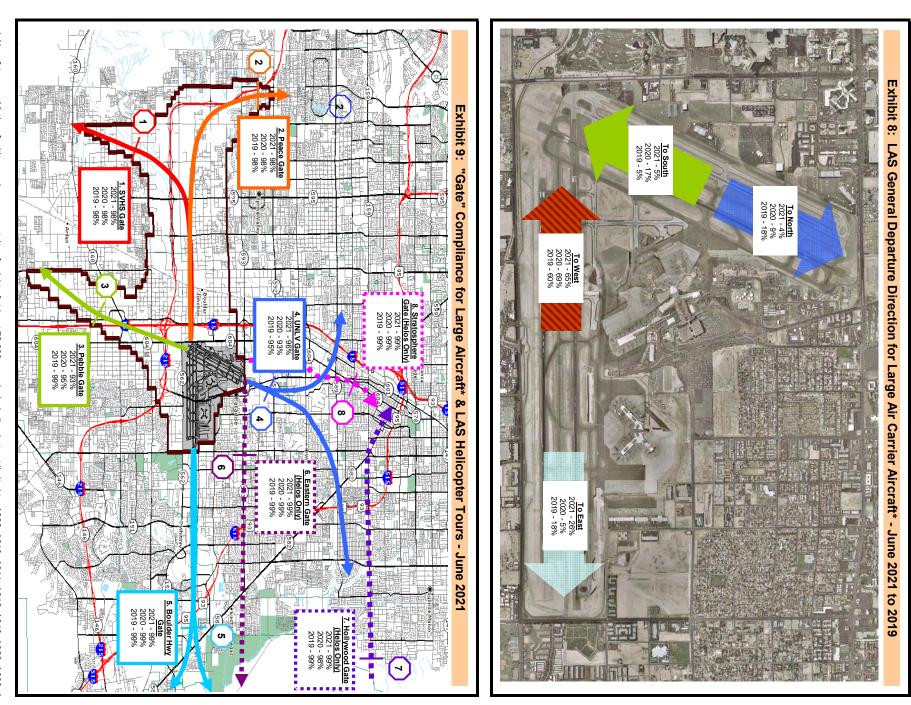
Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters



^{*} Helicopter Tours: Note that some operations may originate from facilities besides LAS.

| | | Exhibi | t7: LAS | Aircraft Ar | Exhibit 7: LAS Aircraft Arrival Fleet Mix** - June 2021 |
|----------------------------|-----------------|------------------|-----------------|-----------------|---|
| Opporation | Daily | Percent of | Daily | Daily | Fleet Mix |
| Operation | Average in 2021 | Overall Total | Average in 2020 | Average in 2019 | 0 25 50 75 100 125 150 175 200 225 |
| A300s, A310s | 0.37 | 0.1% | 1.53 | 1.10 | |
| A330s, A340s | 2.63 | 0.4% | 0.00 | 4.70 | |
| B747s | 0.00 | 0.0% | 0.07 | 1.10 | |
| B767s | 7.30 | 1.1% | 1.63 | 5.10 | |
| B777s | 1.00 | 0.1% | 0.03 | 1.53 | |
| DC10, L1011, MD11 | 0.00 | 0.0% | 0.00 | 0.00 | |
| Misc. (B707s, DC8s, etc.) | 1.93 | 0.3% | 11.33 | 0.00 | |
| Heavy Jets (>300,000 lbs.) | 13.23 | 1.9% | 14.60 | 13.53 | |
| A318s, A319s | 32.07 | 4.6% | 26.33 | 45.37 | |
| A320s, A321s | 89.93 | 13.0% | 26.00 | 150.90 | |
| B717s | 0.00 | 0.0% | 0.00 | 0.80 | |
| B727s | 0.00 | 0.0% | 0.00 | 0.00 | |
| B737-100s, -200s | 0.00 | 0.0% | 0.03 | 0.00 | |
| B737-300s to -900s | 201.80 | 29.1% | 129.67 | 282.00 | |
| BAC 4442 F4302 F4002 | 0.67 | 7.2% | 7.10 | 16.00 | |
| CB 17s CB 19s | 0.00 | 0.0% | 0.90 | 0.03 | |
| MDSO: | 0 0 | 0.00 | 0 0 | 0 .0 | |
| MU80s | 0.00 | 0.0% | 0.00 | 0.00 | |
| MIDGUS | 0.00 | 0.0% | 0.00 | 0.00 | |
| MISC. (Bae 146S, DC9S) | 04.53 | 9.3% | 9.17 | 02.0 | |
| Large Jets (>75,000 lbs.) | 398.50 | 57.4% | 193.23 | 503.40 | |
| Medium Jets (>41,000 lbs.) | 25.50 | 3.7% | 9.20 | 22.00 | |
| Small Jets (<41,000 lbs.) | 71.77 | 10.3% | 35.20 | 49.30 | |
| Military Jets | 0.00 | 0.0% | 0.03 | 0.03 | |
| Non-Jets & Unknowns | 30.70 | 4.4% | 23.47 | 27.80 | |
| Helicopter Tours* | 154.50 | 22.3% | 29.97 | 155.45 | |
| Overall Total* | 694 | 100% | 306 | 772 | |
| | | | | | |

^{**} Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact.



Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

| Exhibit 10: Land Use Application Reviews & Comments - June 2021 | lication I | Reviews & | Comment | s - June 202 | -3 | | |
|---|------------|-----------|-------------|--------------------------------|-------|-------|-------|
| I and Ilso Application Review Summary | Clark | City of | City of Las | City of Las City of North 2021 | 2021 | 2020 | 2019 |
| Land Ose Application Review Summary | County | Henderson | Vegas | Las Vegas | Total | Total | Total |
| No. of Land Use Applications Reviewed | 105 | 77 | 47 | 12 | 241 | 174 | 231 |
| No. of Applications where CCDOA Issued a Comment | 3 | 7 | 2 | 0 | 12 | 11 | 20 |
| Percent of Applications where Comment Issued | 3% | 9% | 4% | 0% | 5% | 6% | 9% |
| | | | | | | | |

^{*} Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

**AEOD-Airport Environs Overlay District (defined below).

***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment.

| Exhibit 12: Dwelling Units per Commented Application* - June 2021 | s per Cor | nmented A | pplication | * - June 202 | -3 | | |
|---|-----------|-----------|-------------|---------------------------|-------|-------------|-------|
| Duralling Haife Brospood in Commonted Applications | Clark | City of | City of Las | City of Las City of North | 2021 | 2020 | 2019 |
| bweining office Froposed III Confinenced Applications | County | Henderson | Vegas | Las Vegas | Total | Total | Total |
| Within the AEOD | 0 | 166 | 0 | 0 | 166 | 134 | 4 |
| Just Outside the AEOD | 598 | 481 | 0 | 0 | 1,079 | 1,714 1,956 | 1,956 |
| | | | | | | | |

*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

| Exhibit 13: Land Use Applications Denied and/or Opposed* - June 2021 | ations D | enied and | or Oppose | d* - June 2 | 021 | | |
|--|----------|-----------|-------------|--------------------------------|-----|-----------|-------|
| Summary of LUA Opposed | Clark | City of | City of Las | City of Las City of North 2021 | | | 2019 |
| d Denial | County | nenderson | vegas | Las Vegas I otal | | otal 2 | lotal |
| Recommend Denial | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Opposed at Hearings | 0 | 0 | 0 | 0 | • | 0 | 0 |
| | | | | | | | |

^{*}If denied or opposed at a hearing, detailed information provided within the written summary portion

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - June 2021

AEOD - Airport Environs Overlay Districts - Noise Contours Clark County Code (CCC) 30.48.010. The AEOD is established to: 1. Provide for a range of uses compatible with airport hazard and

2. Prohibit the development of incompatible uses that are

- detrimental to the general health, safety, and welfare.

 3. Require noise attenuated construction, as indicated by Table

 30.48-AE, in accordance with the noise attenuation construction

 standards of Chapter 22.22 of the CCC, within these aliport

 environs. The regulations of the AEOD shall supersede the

 regulations of the underlying district if there is a conflict.

 4. Comply with the Federal Aviation Administration regulations.

(VGT) and the Henderson Executive Airport (HND). 2008-Most recent update to the AEOD in CCC, updated the AEOD for McCarran (LAS), and added an AEOD to the North Las Vegas Airport

2011-AEOD adopted by the cities of North Las Vegas and Henderson.

The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

Salmon color indicates a 1 mile zone outside the AEOD

